THE SHENANDOAH.

THE LAST ANGLO-REBEL PIRATE.

HER ARRIVAL AT LIVERPOOL.

She Appears in the Mersey Flying the Confederate Flag.

Her Surrender to the British War Steamer Donegal.

The Pirate Captain Released on Parole.

Rumor that the Shenandoah's Crew Was Changed at Lisbon.

The Vessel to be Delivered to the United States, but the Captain and Crew to be Held.

Possibility that Her Commander May be Tried for Piracy.

By the arrival of the Inman steamship City of London at this port we have news of the surrender of the armed steamship Shenandoah, the last of the Anglo-rebel pirates, to the British authorities.

The event had occasioned considerable excitement in England, but it was expected the affair would be settled without leading to serious complications,

The Liverpool Post of November 7 says the cruiser Shenandoah arrived in the Mersey yesterday about noon and surrendered to her Majesty's ship Donegal. The following is the telegraphic despatch announcing the

"The Shenandeah, Captain Waddell, has surrendered to her Majesty's ship Donegal in the Mersey. She has a crew of one hundred and thirty men. When the pilot boarded her off the port he was asked whether the war was over or not. The last communication the Shenandeah had was with the ship Barracouta, bound for San Francisco, on 3d August. Reported that she has destroyed thirty-seven vessels in all."

Captain Waddell, the commander of the Shenandoah states that the last vessel he spoke was the Barracouta, from Liverpool for San Francisco, from which he learned the at once stowed away his guns and ammunition in the hold, and started for Liverpool, stopping at no other port.
On arriving off the Mersey he took a pilot on board, and,
finding that the news of the defeat of the confederacy was unmistakable, desired him to take the Shenandoah alongside a man-of-war, if there were one in the river The ex-cruiser was in consequence placed alongside her Majesty's steamship Donegal, and a crew from that ves-

reat attention, the sight of the Confederate ensign she carried being now a novelty. She is a long some ship, painted black, heavily sparred, an unmistakably quick and serviceable ves As soon as the necessary formalities are United States government. Immediately after the sur-render Captain Waddell, his officers and crew got on re, and no doubt they soon left the town. We may ention that the armament of the Shenandoah wa taken out from this port in a steamer called the Laurel. This fact was promptly made public, and flatly contra-dicted at the time, though ample confirmation of the statement soon arrived from Madeira, near where the

henandoah and Laurel met.
According to various reports Captain Waddell was more than once told, while cruising in the Pacific, of the termination of the war, but as his informants were the crews of the Northern vessels he destroyed he persist ently refused to give credence to the statement

During the stay of the steamer in the river the Sylph and the Sprite, the boats plying between the Princes' landing stage and the New ferry, will pass around her on

Subsequent Disposition of the Vessel.

In consequence of Captain Waddell having surrendered the Shenandoah to the commander of her Majesty's ship Donegal, the former vessel still retains her anchorage in proximity to the Donegal, and a company of marines are in possession of the late cruiser. We yesterday stated that a portion of the officers, together with Captain Waddell, left the ship after the formal surrender, and landed at Liverpool, where they soparated. To-day, however, we learn that Captain Waddell, after pledging his word of honor to Commander Fisher, R. N., of her Majesty's ship Eagle (who received the surrender), went ashore and communicated with a "Southean house," after which, according to promise, he rejoined his ship.

In the meantime, however, three of the crew left the ship and escaped to the Cheshire side of the Mersey. That the crew of the Shenandoah have for some time been short of provisions there is not the least doubt, as a boatload of fresh beef, vegetables, potatoes, &c., sent off by some charitable Southerners, was refused permission to go alongside the Shenandoah, the officer in charge stating that a proper supply of fresh provisions would be served out by the Donegal to the men of the Shenandoah.

On board the Shenandoah there are about thirty six

doah.

On board the Shenandoah there are about thirty six chronometers, together with a quantity of sextants, eabin furniture, furs and other articles of value, which there is not the least doubt are the proceeds of Waddell's late raids among the whaler's of the Arctic seas. In her hold there still remains—in fact, all articles are under seal until instructions are received from government—a large quantity of ammunition, together with the six alunt guns and the large savies gun.

R is not at all impossible that within a few days the Mersey may be visited by the Sacramento or other vessels of the United States navy, under the command of Admiral Goldsborough, whose squadron was last heard of at Toulon and Brest.

Mersey may be visited by the sacramento or other vessels of the United States navy, under the command of Admiral Goldsborough, whose squadron was last heard of at Toulon and Brest.

The vessel is now in charge of Lieutenant Cheek, of her Majesty's ganboat Goshawk, whom Captain Payater has placed on board with secret instructions. There are a guard of marines, a number of seamen from the Dopegal, and a body of customs officers in possession of the Shenandoah. There is on board a considerable quantity of money and valuables, but Captain Waddell has no intention of using them for the ship's purposes. He has preserved the property as that of the American government.

Consequently he and his officers and men are without pecuniary resources. Several of the crew who remain on board are down with scurvy. The communications between the government and the authorities here, in reference to the Shenandoah, have been and are being carried on by telegraph.

The men who were first on board the Shenandoah after she anchored say they never saw an English man of war in such excellent trim after being at sea anything like the longth of time since the vessel was last in port. The crew are stated to be for the most part smart young fellows, and to have the appearance of smart seamen. They are of mixed nationality, but several are apparently Americans.

Waddell Stated to Have Changed His Crew.

[From the Liverpool Post, Nov. 8.]

When Captain Waddell heard the real news, or suspected that what he was told was true, he put about ship and ran for Lisbon. Not knowing tokat interpretation the British powersment or the federal poversment might put uppn his conduct, he entered the Tagus, paid off his crew and put a new crew on board. In his long cruise and long voyages he never encountered a British or an American man-of-war, and on Monday he sailed up the Mersey and startled the people on both sides of the griver by displaying the Confederate flag.

History of the Shenandoah.

The rebel pirate Shenandoah is the English vessel, Alabama, sunk by the Kearsarge, and has been raiding principally on our commerce in the East Indies and North Pactac Ocean. She was purchased by the rebels in Bugiand, and fitted out there to a great extent She cle ared in October, 1864, under her proper name, the Sing, for Bombay, with a load of coal. A rebet naval officer was in charge. She proceeded to the island of Madeira, where she found an English steamer called the Laurel, which had brought her guns, ammunition and an addition to her crew. The Laurel ran out of Funchal, and transferred the munitions, &c., to the S-a King at sea. When this was accomplished the English flag was lowered and the rebel flag hoisted. The ship then put in commission as a religi privateer,

Lieutenant Commanding.—James J. Waddell.
First Lieutenants.—Wm. C. Whittles John Grimbs
Smith Lee, F. T. Chew.
Second Lieutenant.—D. M. Scales.
Acting Master—J. S. Bullock.
Acting Chief Engineer.—Mat. O'Brien.
Passed Assistant Surgeon.—C. E. Lining.
Acting Assistant Paymanter.—W. Bindlove Smith.
Passed Midthipmen.—C. A. Browne, J. T. Mason.
Acting Assistant Surgeon.—F. J. McKulty.
Engineers.—First Assistant, W. H. Codd; Secondsistant, John Hutchison; Third Assistant, Ernest
gaffengy.

Acting Master's Mates—C. E. Hunt, J. T. Miner, Lodge

Cotton.

Acting Boatswain—George Harwood.

Acting Carpenier—John O'Shea.

Acting Gunner—John L. Guy.

Sailmaker—Henry Alcott.

Second Carpenter—John Lynch.

Sketches of the Officers of the Shenan-donh.

LIEUTENANT COMMANDER JAMES J. WADDELL. James J. Waddell, the chief of the pirate crew of the N. C., and entered the United States naval service Portsmouth, Va., on the receiving ship Pennsylvania, in 1841, having graduated at the Naval Academy by "the skin of his teeth." A few months after he was shot in the hip, in a duel with another midshipman. After fifteen years' service affoat he was made Assistant Profe sor of Navigation, &c., at the Naval Academy at Annapo sor of Navigation, &c., at the Navai Academy at Annapolis, Md. In 1859 he was ordered to the East India squadron, and in 1861, when the war broke out, mailed his
resignation from St. Helena. His reason for resigning
was given by him in a letter published by him in January, 1862, as owing to his "unwillingness to bear arms
against his father's home and relatives in the secoded
States." He declared explicitly that he had no property
in the secoded States, that he was not ho-tile to the constitution of the United States (very few of the rebels were,
according to their story), that he voncrated the flag and
wished that he might hazard life and limb in its defence
against some foreign foe, like cruel, neutral Old England.
The true reason was that he was engaged to be married
to a young lady of Annapolis, whose family was strongly
inclined to be rebellious. This lady, Miss Iglehart,
daughter of James Iglehart, a very wealthy merchant,
he married in December, 1861. This was his first overtact. His resignation was not accepted, and he stands on
the navy register of 1862 as "dismissed." In February,
1862, after having taken the oath of allegiance, and
while on parole not to leave Annapolis, he ran the
blockade to Richmond and entered the rebel navy. His
commission as first lioutenant in that service bears date
March 27, 1862. He was assigned to duty at Drury's
Bluff defences, on James river. Subsequently he had a
command in Charleston harber, from which he ran the
blockade in 1864 to take command of the Shenandoah.
The date of his promotion to lieutenaut commander is
not known. lis, Md. In 1859 he was ordered to the East India squad-

not known.

PIRST LIEUTENANT WILLIAM C. WHITTLE, JR.
This officer is a native of the State of Virginia, and a
graduate of the Annapolis Naval Academy. He calcred
the United States service as an acting middy September
28, 1864, being "on probation," as the course in the
Naval Academy is called, until his graduation and warrant as midshipman on the 11th of June, 1858. He
made his first cruise at sea in the steam frigate Roanoke,
returning in September, 1857; and, being placed under
orders for examination, so remaining until 1858. He resign:d early in 1861, and entered the rebel service as
first lieutenant June 11, 1861; but his commission was
next dated February 5, 1862. He was on duty in 1863 in
the steamer Chattahoochee, in Mobile bay, whence he ran
the blockade to England in 1864.

PIRST LIEUTENANT JOHN GRIMBALL.
is a native of South Carolina and a renegade graduate of
the Naval Academy. He entered the United States service as an acting middy September 23, 1864, and received
his warrant as midshipman on June 11, 1858. He was
to see an his first cruise in the Macadonin. He are

SIDNEY SMITH LEE, the junior of that name, is the son of Captain Sidney Smith Lee, et the rebel navy, and a nephew of Robert St. Lee. He entered the rebel navy as volunteer lieutenant, or "lieutenant for the war," as the volunteer officers of that grade we re designated, March 22, 1802, and received his commission November 1, 1862. He was originally on duty on the steamer Atlanta.

FRANCIS T. CHEW
is a native of Tennessee; was once in the United States
service, and entered the rebel service as a "master on
the line of promotion" on October 15, 1862. He ran the
blockade from Mobile, where he was on duty in 1863, on
the steamer Mobile.

SECOND LIEUTENANT D. M. SCALES,
a native of Virginia, appointed to the United States
Naval Academy from Mississippi in 1859; resigned his
middy's warrant in 1860, and was appointed a passed
midshipman of the rebel navy in May, 1861, receiving
his warrant October, 1862. He was promoted a second
leutemant in 1864, and ordered from the Atlanta to the
Shenandoah.

Promotion appears not to have been very rapid in the rebel navy as in the rebel army. O.A. Brown, who was a passed midshipman of the Shenandoah, was a middy of the third and unexamined class of the rebel navy in 1861. He resigned the same position in the United States navy. He is a native of Virginia, and entered the United States service September 20, 1860, and that of the rebels July 8, 1861.

PASSED MIDBHIPMAN JOHN T. MASON is the son of Mason, of Mason and Sidell notoriety. He was born in Virginia, and entered the rebel navy September 27, 1861, receiving a warrant as midshipman in August of the same year.

Vessels Destroyed by the Pirate.

Northern Pacific whal	ing fleet which were burned an
bonded by the Shensne	loah:-
	Burned in the Ochotak sea.
Ship Brunswick	Burned in the Arctic.
Bark Congress 2d	Burned in the Arctic.
Bark Coral	Burned in the Arctic.
Hark Catherine	Burned in the Arctic.
Bark Covington	Burned in the Arctic.
Bart Edward Carey	Burned at Ascension Island.
Ship Emphrates	Burned in the Arctic.
Bark Favorite	Burned in the Arctic.
Park Gunsy	Burned in the Arctic.
Bart Ceneral Pike	Bonded by the Shenandoeb.
Shin General Williams	Burned in the Arctic.
Back Harvest	Burned at Ascension Island.
Bark Hactor	Burned at Ascension Island.
Chin Willman	Burned in the Arctic.
Thin Issue Howland	Burned in the Arctic.
Park Isabella	Burned in the Arctic.
Bark Innes Maury	Bonded by the Shenandonh.
Bark Sames Swift	Burned in the Arctic.
Bark Siron Cwitt	Burned'in the Arctic.
Chin Wile	Bonded by the Spenandoah.
Ship Milo	Burned in the Arctic.
Bank Nimond	Burned in the Arctic.
Bark Nimrod	Bonded by the Shenandoah
Bark Nile	Burned at Ascension Island
Bark Pearl	Burned in the Arctic.
Suip Sopula Thornton	Burned in the Arctic.
Bark Waverley	Burned in the Arctic
nip wm. Thompson.	Burned in the ArcticBurned in the Arctic.
Bark Wm. C. Nve	and a surface of the victic.

Views of the English Press.

Views of the English Press.

WADDELL AND HIS CREW UNDER NO CIRCUMSTANCES
TO BE GIVEN UP, BUT MAY BE TRIED FOR PIRACY.

[From the London Times, Nev. 8.]

The reappearance of the Shenandoah in British waters at the present juncture is on untoward and unnedcome event. When we last heard of this notorious cruiser she was engaged in a pittless raid upon American whalers in the North Pacific, and several war steamers of the United States were stated to be in pursuit of her. It was also reported, though somewhat vaguely, that our own nayal commander on that station had offered any assistance in his power, and little doobt was entertained of her speedy capture. The next thing that we learn is that she has entered the Mersey under the Confederate flag, that she is alongside and in charge of her Bristly is ship Donsgal, and that Captain Waddell has Frwarded a letter to Lord Russell. Whatever be the contents of that letter, this act is obviously equivalent to a surrender of the vessel to the government of Great Britain, as the Stonewall was surrendered to the Spanish authorities at Havana. The time which has elapsed, however, since the termination of the war, and the conduct of Captain Waddell during this interval, constitute very material points of difference between the

she cast horself, as it were, upon our mercy. Having been raised, however, both issues must be honestly faced, and we may be sure that, whatever it may involve, strict justice will be done by the government and tribunals of England.

With regard to the Shenandoah herself, we apprehand that little hesitation can be felt. On every principle of law she belongs to that government which has succeeded to all the rights and all the property of the de faclo Confederate government. This doctrine is laid down very clearly by Vice Chancellor Page Wood in the decision which has been so much criticised of late in America; but, in truth, it is scarcely more than a rule of common sense. Lord Russell did not affect to override is by the provision in his despatch for the disarming of Confederate vessels in our ports, but, on the contrary, facilitated the application of it through a resort to the proper civil tribunals. The Captain General of Cuba doubtless acted on the same view when he delivered over the Stonewall to the agents of the United States; nor, indeed, is it easy to imagine on whose behalf any counter claim could be preferred. What may be the technical formalities to be observed in the transfer is a matier of very little importance. Whether we ought to wait for a demand, or to make over the ship unasked, we hold it in trust for the United States to all intents and purposes.

It is only when we come to the personal liability of Captain Waddell and the crew that we are met by perplexing circumstances. It is now more than half a year since the American war virtually terminated, and the ravages of the Shenandoah have been infinitely more destructive during this period than before. The state men of losses contained in Mr. Adams' letter of April is as nothing compared with those that have since reached us from Behring Strait and the adjoining coasts. Nearly forty whalers are soid to have been affinitely more destructive during this period than before. The state have got the supplied of the prisoners, but refused to prefer

really stand accused—supposing hem to have withfully ignored the termination of heatilities—it that of piecey, and on this charge it is possible that they may be apprehended and tried before an English court of justice.

(From the London Post, Nov. 8.]
Captain Waddell did not believe that the Confederacy had collapsed, and he continued to capture and destroy the unhappy whalers. One and all concurred in telling him the same story, but with the same result—he remained incredulous; and, instead of steering for some port where he might have obtained trustworthy information, pursued his career of destruction with unabated real. At length, however, he met with an English vessel which confirmed the accuracy of the story so often told him before by the Yankee whalers, and then, according to the statement which he made on the occasion of surrendering his ship in the port of Liverpool, he forthwith stowed his gens and ammunition in the hold of his vessel, and steered for England. Such is the substance of Captain Waddell's excuse for having continued to destroy American vessels after his authority to do so had come to an end; and the important question arises whether it should be accepted as a justification for acts confessedly wrongful. Every weaking vessel destroyed by the Shenondan defer the full of the Confederate government was prima facte reak by a pirate; but the presumption of piracy would be rebuited by the captain showing that he had not been made aware of the termination of his authority. It would not, of chure, be requisite that he should have official notice of the extinction of his commission, because, in the necessity of things, he could not receive such notice from his own government, which would have cassed to exist, and with the government of the enemy he could have none but heating he would have been to that conduct the content of the conduct by Captain Waddell shall be accepted as a sufficient justification, or whether it will be expedient to submit that issue to the decision of a jury.

The QUESTION

put his guns into the hold, and at once sailed for Liverpool.

WADDELL'S IGNORANCE PROBABLY WILPUL.

[From the London Telegraph, Nov. 5.]

The penal liability of this famous cruiser and her officers and crew is a question of facts, not of law. Supposing that Captain Waddell really knew, or had adequate means of knowing, that the conflict had ceased, there can be no doubt as to the criminal nature of his subsequent acts of hostility. If, after sufficient motice that the North and South were at peace, he attacked a single vassel, he became a pirate—his crime was, beyond all dispate, piracy pure and simple. If however, his later captures are attributable to ignorance, real and larguagers, not simulated or will

THE HONOR AND SAYETY OF THE COUNTRY DEMANDING HIS TRIAL.

[From the London Star, Nov. 8.]

The honor of the country and the supremacy of the law alike demand that the captain and crew should be put on their trial. Although we have had during the war abundant evidence of the inefficiency of the customs anthorities jat Liverpool, we can accreely credit the story that while the surrender of the vessel was accepted the captain and crew were allowed to escape without the instructions of the government being taken. If this blunder has been added to the many already committed in connection with these privateers, it only imposes upon the government the duty of more energetically setting about their recapture. The Soa King salled from London only in October, 1864, after the whole country knew the efforts the government had made to put a stop to the fitting out of the Alexandra, and after it was known to everybody that these privateers were likely to bring the nation into trouble. It will be usin to endeavour to avoid our if the excentive is not strong enough to enforce the statute. In this case the parties who fitted out the shippend emistret themen dared the government to do its worst. Unfortunately the limitation of actions brovided for by the statute may permit the escape of the more culpable parties in London and Liverpool, who were the principals in the transaction. The trial, however, of the captain and crew may serve as a much needed warning to the population of Liverpool, and will show to foreign nations that we have not altogether given up the idea of controlling those of our own subjects who levy war on their own account from English ports.

TORY SYMPATHY WITH THE PIRATES.

[From the London Herald, Nov. 8.]

hingman must have made up its mind to an immodiate downfall and to indelible infamy.

OPINION IN LIVERPOOL.

(From the Liverpool Post, Nov. 8.)

(Captain Waddell is no ordinary man. He is an excellent sailor, an able commander, and a consummate diploutatist. For months he has been on the ocean; after traversing the Atlantic, he penetrated into the Pacific, and, in obedience to his directions, he plundered and fired and scuttled some two score American merchantnen and whalers. He derived his authority from the Canfederate government, and he strictly obeyed his offers. Peace was proclaimed some five months ago, yet since that time Captain Waddell has been carrying on the war. In making his more recent captures he was told that the government at Richmond had ceased to exist, and that Jeff. Davis was a prisoner. Unless some evidence of these facts was produced, Captain Waddell, for an obvious reason discredited them; but it is somewhat strange that ships being in possession of the news had noither newspapers nor documents to prove it true. Much will depend upon this being a fact.

There was something more than boldness in all this. There was skill of a superior order. There was fidelity to a cause which he approved of and defended; and when he placed his ship in the hands of Captain Paynter, of the Bouegal, he informed him, we are told, that in the strong room of the Shenandoah he would find all the chronometers, money and valuables taken from the captured vessels, in order that they migh be returned to the owners. This was at all events considerate, if not houset, and as we are bound to consider it houset, daptain Waddell is entitled to be considered a sailor and a gentleman.

The captain and crew of the Shenandoah are under

THE RUSSIAN-AMERICAN TELEGRAPH.

The Exploring Parties Across Behring Strait and Into Asla-Thorough Soundings for the Submarine Line Made and No Difficulties Found in the Way-The Work Progressing Like A Charm, &c. SAN FRANCISCO, Nov. 18, 1865.

The expedition of the Western Union Telegraph Comexpedition left this port everything has worked like a charn. The most sanguine could not have expected better success. No accidents have happened. All the parties necessary to carry out the explorations projected They anticipate great results in another year. Every where they have been most cordially received. Every assistance has been given by all that they have met. PROGRESS OF THE WORK

The expedition left Sitka August 23, reaching the Redoubt St. Michael September 13, where they left Major Kennicott's party, bound for the Youkon or Kinckpak river country. The following is a list of the party:—Major Robert Kennicott, W. H. Ennis, Joseph T. Duzet, Thomas C. Dennison, Frank Ketchum, J. B. Chaptell, Richard Cotter, Frederick K. Smith, George Adams. O. De Budelin, Charles P. Lewis, Andrew Greefburg, Michael Heyberg, J. M. Bean, W. W. Bannister.

Adams. O. De Budelin, Charles P. Lewis, Andrew Greerburg, Michael Heyberg, J. M. Bean, W. W. Bannister.

Since leaving Sitka the expedition has completed this season's work. At St. Michael they established a depot of supplies, under charge of J. M. Bean. The party under Charge of J. M. Bean. The party under Charge of J. M. Bean. The party under Hennicott took with them the little steamer Lizzie Horner, and were furnished with everything necessary. They have made thorough and extensive soundings in Norten Sound as far north as Behring Strait, and there are no difficulties in the way. "The native tribes in Northern Siberia," writes an officer, "whom it was feared might throw obstacles in our way, seem anxious to assistos in everything, and express themselves much gratified at the prospect of employment."

The party which is to ascend the Anadyr river is probably well advanced by this time. Colonel Buikley left the party at Plover Bay with a steamer, intending to visit the Gulf of Anadyr, and we learn here of the safe arrival of the Olga with the party under Major Abasa in August at the mouth of the Amoor river. Major Abasa and two others left six weeks ago for the Penjinak Gulf, whence they would proceed north, if possible, to meet the Anadyr river party. Messrs. Mahon and Bush left Nicholaski, bound also north.

Another officer writes:—"The work is being most vigorously prosecuted in all directions. All the parties which it was proposed to despatch this year are already well started, and judging of the success of the future by that of the past, it is confidently hoped greater progress may be made during the coming year. Much credit must be awarded Colonel Bulkley and Captain Scammon for the energy with which this season's work has been prosecuted. The expedition will probably leave here direct for San Francisco, immediately after the arrival of the steamer with Colonel Bulkley—now daily expected—and hope to reach your city by December 1, if not before. All are well on board."

A meeting of the Tammany Hall politicians was held yesterday afternoon for the purpose of nominating can-didates for the office of Corporation Counsel and of Mayor. The meeting was organized by Isaac Bell being called to the chair and the election of Menzo Diefendori and Judge Dodge as secretaries.

The calling of the roll and the credentials of the delegates being found correct,

Mr. Tweed, of the Seventh ward, moved that a committee of one delegate from each ward be appointed to confer with other organizations as to the best candidates to be presented, and, if possible, to have united action as regards the nominations for Corporation Counsel and Mayor. Motion carried.

Mr. Fields, of the Twefith ward, moved that the nominations of Corporation Counsel and Mayor be referred to a conference of twenty-two delegates, as ordered by the above resolution. Motion laid upon the table.

In accordance with the foregoing resolution one delegate from each ward was appointed as a committee to wait upon the other organizations and to report to this hall this (Tuesday) alternoon, at four o'clock.

The meeting then adjourned until four o'clock.

MOZANT COUNTY CONVENTION.

MOZART COUNTY CONVENTION. This Convention assembled last night at Mozart Hall, and after appointing a committee of one from each ward to confer with similar committees from other organiza-tions, adjourned to meet this ovening and hear the re-port of the committee.

The McKeon conventions beld last night made the fol-

MEXICO.

MAXIMILIAN CHANGES HIS TACTICS.

The Imperial Forces to be Divided Into Three Armies.

Sinaloa Being Abandened by the Troops

Refusal of the Governor of Lower Califor-

nia to Recognize the Emperor. RETURN OF THE EMPRESS TO EUROPE.

Cheering Prospects of the Re-

publicans.

Shipment of Arms and Ammunition from the United States.

FRENCH WAR VESSELS ON THE RIO GRANDE.

The Emperor Maximilian has determined and ordered concentrated at three points-viz: Vera Cruz, city of Mexico and San Luis Potosi. He will make these three

The Empress Carlotta is preparing to return to the Conorerunner of the Emperor is not yet known.

en masse and take vigorous measures to prevent any fu much comforted by advices from the United States that

Abandonment of Sinalos by the French. SAN FRANCISCO, Nov. 17, 1865.

A letter, dated Mazatlan, November 8, written by an imperialist, says the French have entirely abandoned Sinaloa, with the exception of Mazatlan, where only eight hundred troops remained, many of whom were in hospithousand, have cut off communication with the interior dignant at what they called "their desertion" by the

The same letter says that the news from Sinaloa is not

given) the republicans entered and extorted a loan of

A letter from Lipez, Lower California, dated the 7th, says the Territorial Assembly passed an act recognizing people threatened to revolt if the act was consummated.

Washington, Nov. 20, 1965.

News has been received here that General Carvajal, engaged in New York in the purchase of arms and am munition for the Mexican liberal army. A certain Broadafteen hundred uniforms, which are to be delivered in the in the shortest period of time. This material is to be

having informed his government that half the forces be sieging that place consisted of federal soldiers, the Emperor Maximilian, fearing that such a state of affairs might lead to complications with the United States, has given up the idea of a tour in Yucatan. In his place the Empress has left the city of Mexico, and is now on her

A portion of the French squadron cruising in the Gulf of Mexico has gone up the Rio Grande, for the purpose of driving the liberal forces with their marines. It ap-pears that the liberals have not waited for this occu-rence, having disbanded at the appearance of the French

vessels.

On the day of the departure of the last mail received from Mexico it was said that it was the intention of Maximilian to declare Matamoros in a state of slege. This resolution was taken in order to prevent the liberals from receiving their ammunition and supplies from Brownsville.

The imperialists deny that Monterey has been taken, and base their assertion upon the fact that the last news from that place was dated October 29, at which date there was nothing to prove that there were any liberal troops in the vicinity or any indication that the place would be besieged.

THE CHOLERA.

The Atalanta at the Upper Quarantine-Telegraphic Correspondence Between Secretary Stanton and the Mayor-Letter from Dr. Bartlett, Ex-Health Off

The Atalanta has, by direction of Dr. Swinburne, been removed from the lower to the upper Quarantine.

The following telegraphic correspondence passed yesterday between the Secretary of War and the Mayor of

New York :-New York:—

MAYOR GUNTHER TO SECRETARY STANTON.

MAYOR'S OFFICE, NEW YORK, NOV. 20, 1865.

Hon. Edwin M. Stanton, Secretary of War:—

Dear Siz.—Unless the government assist the Commissioners of Health the cholers cannot be quarantined. There are no vessels to be obtained in our port. The Legislature not being in session, no appropriation for the purchase of vessels can be made. Can we not get the steam transport illinois?

When can we get possession of the ground selected by your medical commission for quarantine? Yours respectfully,

AKCRETARY STANTON'S REPLY.

SECRETARY STANTON'S REPLY.
WASHINGTON, Nov. 20, 1865.

Washington, Nov. 20, 1866.

MATOR—I will direct the steamship Illinois to be turned ever for quarantine purposes whenever you want it. The question as to quarantine ground at Sandy Hook was referred by the President to the Attorney General, who has not yet given his opinion as to the power of the federal government to give the permission asked for in behalf of your city.

EDWIN M. STANTON, Secretary of War. PETER PROM DR. BARTLETT, EX-HEALTH OFFICER

The following letter from Dr. Bartlett, formerly Health

The following letter from Dr. Bartiett, infmerty install to Officer, was this day laid before the Commissioners of Health:—

WALTON, Delaware county, N. Y., Nov. 13, 1865.

Hon. C. Goprant General Markette, Markette,

were all placed in the Smallpox Hospital, situated in the northwestern angle of the Quarantine grounds, at lease sighty rods from the hospital and grounds where the sick and well from the choiers ships were placed. The passengers and their effects from these vessels were subjected to a very thorough process of cleansing and disinfecting, and allowed to leave for the city. No cases of cholera were subsequently traced to them; but the convalescent patients in the shanty buildings, who were recovering from typhold fever, began to die of cholera, and in less than one week seventy-five per cent of the patients in the Smallpox Hospital died of cholera. On the flat of May the Dirigo arrived from, I thick, Glasgow, with a small number of emigrants. On her passage she took from the wreck of a vessel from Liverpool about thirty passengers. There had been necholers in the wrecked vessel, and the persons takes from her saved only the clothing upon their persons. The vessel being healthy, all were allowed to go up to the city. Some of the first cases of cholers that occurred in the city were traced to these wrecked emigrants. From the above facts the following conclusions are to be deduced with entire certainty:—

First—That with thorough cleaning and disinfecting (by chlorine or otherwise) of the baggage, clothing or other effects that have been in contact with the source patients, the further development of the disease may be prevented.

Nows from Sam Francisco.

San Francisco, Nov. 17, 1805

Arcived, ship McCauley, from Liverpool. Also arrived, whalers Cape Hors and Pigeon, with oil. The ship Marths remits 1,500 barrels of oil to the East, and the John

Some Things Can't Be Described.—The scent of PHALON'S MIGHT BLOOMING CEREUS is one of them. It is so exquisite that no word-piniting can convey as idea of it. Its richness mocks the pen and can only be realized by experiment.—Syracuse Journal.

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